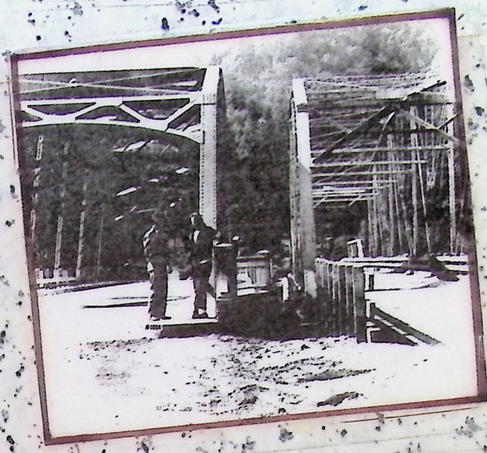


OLD TO NEW

A SPAN IN TIME

TIMOTHY BULLARD/Daily Courier

Moving the new 10 million-pound Depot Street Bridge into place is still several months away.

Next: tearing down old bridge

By Howard Huntington
of the Daily Courier

ROGUE RIVER — The new Depot Street Bridge may open to traffic in about three weeks, but the really big show — moving a 10 million-pound section of the bridge — is still months away.

The general contractor, Ross Brothers of Salem, is busy removing forms, adjusting tension on cables and completing earthwork, according to Mike Kuntz, road maintenance engineer for Jackson County.

After traffic shifts from the old bridge to the new $14.5 million span, Ross will spend about six weeks tearing down the old bridge.

Then, a Netherlands company called Mammoet, which bills itself as a worldwide specialist in heavy lifting, will do what Kuntz said no one evidently has done before on a structure of this kind — jack up a 5,000-ton section of the new bridge and swing it about 24 feet to line up with Depot Street.

With all traffic across the Rogue River diverting to bridges at Valley of the Rogue State Park or Grants Pass, Kuntz said Ross and Mammoet will have bridge, move it and reopen it to traffic.

"I'm expecting a pretty near around-the clock operation for those five days," he said.

Mammoet will use hydraulic jacks and a special machine, something like a railroad flatcar, to levitate the bridge.

That part should take only 12 to 36 hours, Kuntz said, but "to a certain extent, it will be sort of like watching grass grow. If you do the math, that's somewhere between half a foot an hour and two feet an hour."

Four to six weeks later, after more construction of the new foundation, the project should be drawing to a close, except for improvements to the adjacent John F. Fleming Memorial and Coyote Evans parks on the south bank of the river. To avoid harming fish, that work will have to wait until summer.

Ross had a December deadline for finishing the bridge, but ran into trouble with the arches, adding about two months to the project. It has yet to be determined who will cover the added cost. No claims have been filed.

The new steel bridge dwarfs the old, with arches towering 55 feet above its deck, more than twice as high as the old

Meanwhile, work is almost complete on a new $2.3 million concrete bridge on East Evans Creek Road in Wimer. About 230 feet long, the bridge is open to traffic and the only easy way across Evans Creek since the Wimer Covered Bridge Collapsed in July 2003.

The county has vowed to restore the covered bridge if the community, organized as Citizens for Rebuilding the Wimer Covered Bridge, can raise $334,000 toward the estimated $887,000 cost of the project.

Kuntz said the county could put the construction contract out to bid in April if the group has its share of the money in hand or enough solid pledges by January.

Committee Chairman Dan Roberts expects to be only halfway there, but expressed confidence about getting corporations to donate after they've seen the group's progress.

Kuntz said the county has no deadline. "We're very comfortable with another year," he said, but "beyond that, we're not sure."

❑ ❑ ❑

Reach reporter Howard Huntington at 474-3726 or hhuntington@thedaily-

Out With The Old, In With The New!

photo by Scott Jorgensen

The last piece of the old, greenbridge is down. The new bridge is almost ready to be moved to its new location.

A section of the old Depot Street Bridge is lifted away as the new bridge rests on a temporary support structure, waiting to be shifted into position.

Photos by Jim Deatherage

"FROM OLD TO NEW" THAT'S WHAT THEY CALL PROGRESS. AS TIME PASSES WE ALL HAVE TO MOVE INTO THE FUTURE. WITH HOPES THAT IT WILL BRING BETTER TIME'S

PHOTOS BY -
LYNN DODGE ROGUE RIVER
FRED STOCKWELL ASHLAND OREGON.
JOHN MORRISON TOOELE UTAH.

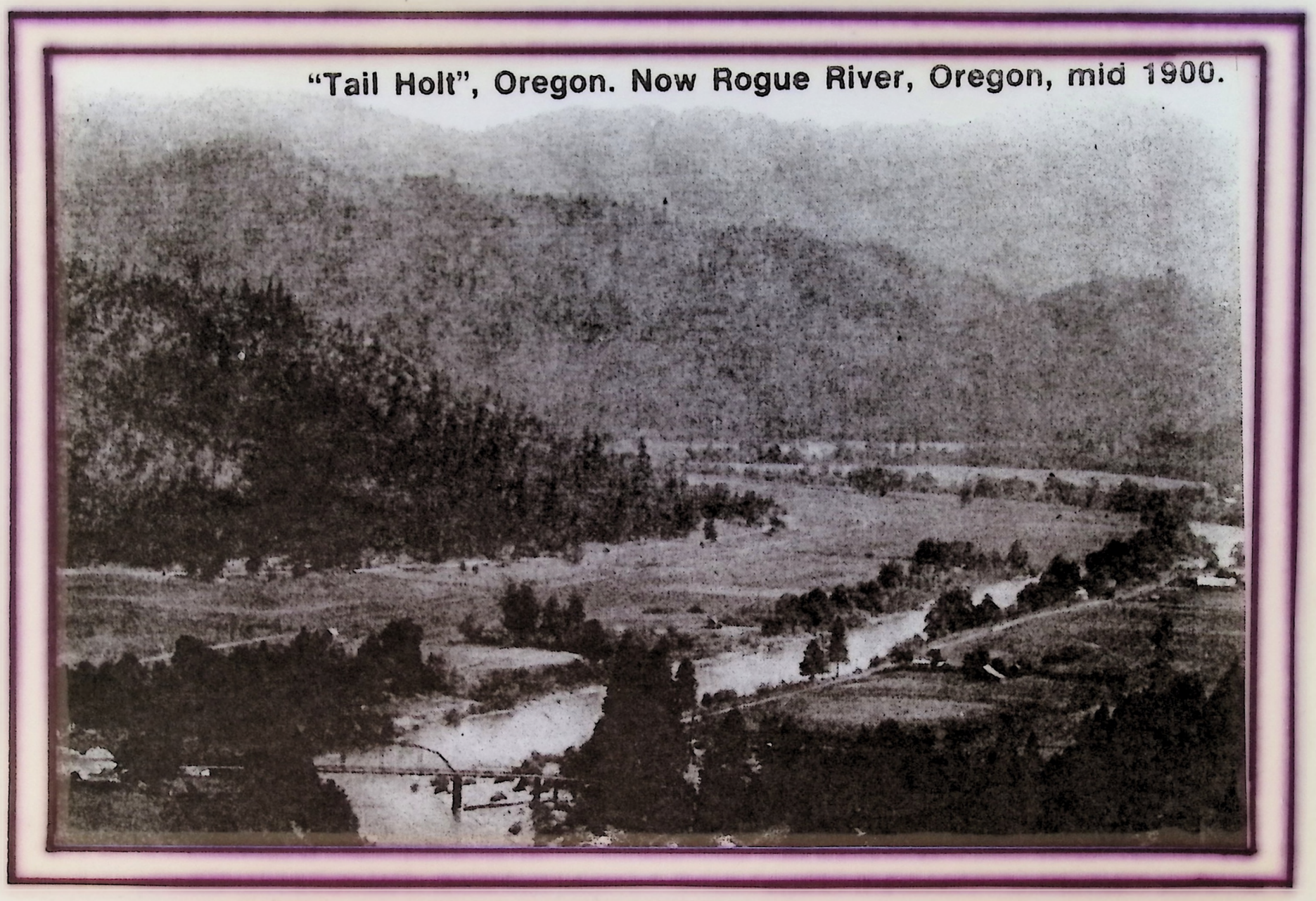
IN DOING THIS BOOK I HAVE ENCOUNTERED MANY PEOPLE AND HAVE REALY ENJOYED MEETING THEM. I WOULD LIKE TO THANK THEM FOR INDULGEING ME AND FOR THERE INPUT AND INFORMATION

THE ONE'S I HAVE HAD MOST CONTACT WITH IS - KEVIN, MONTE, MIKE, DARRY AND DARRYL. BUT THE REST OF THE "CREW" HAVE BEEN GREAT. THANK YOU VERY MUCH
LYNN

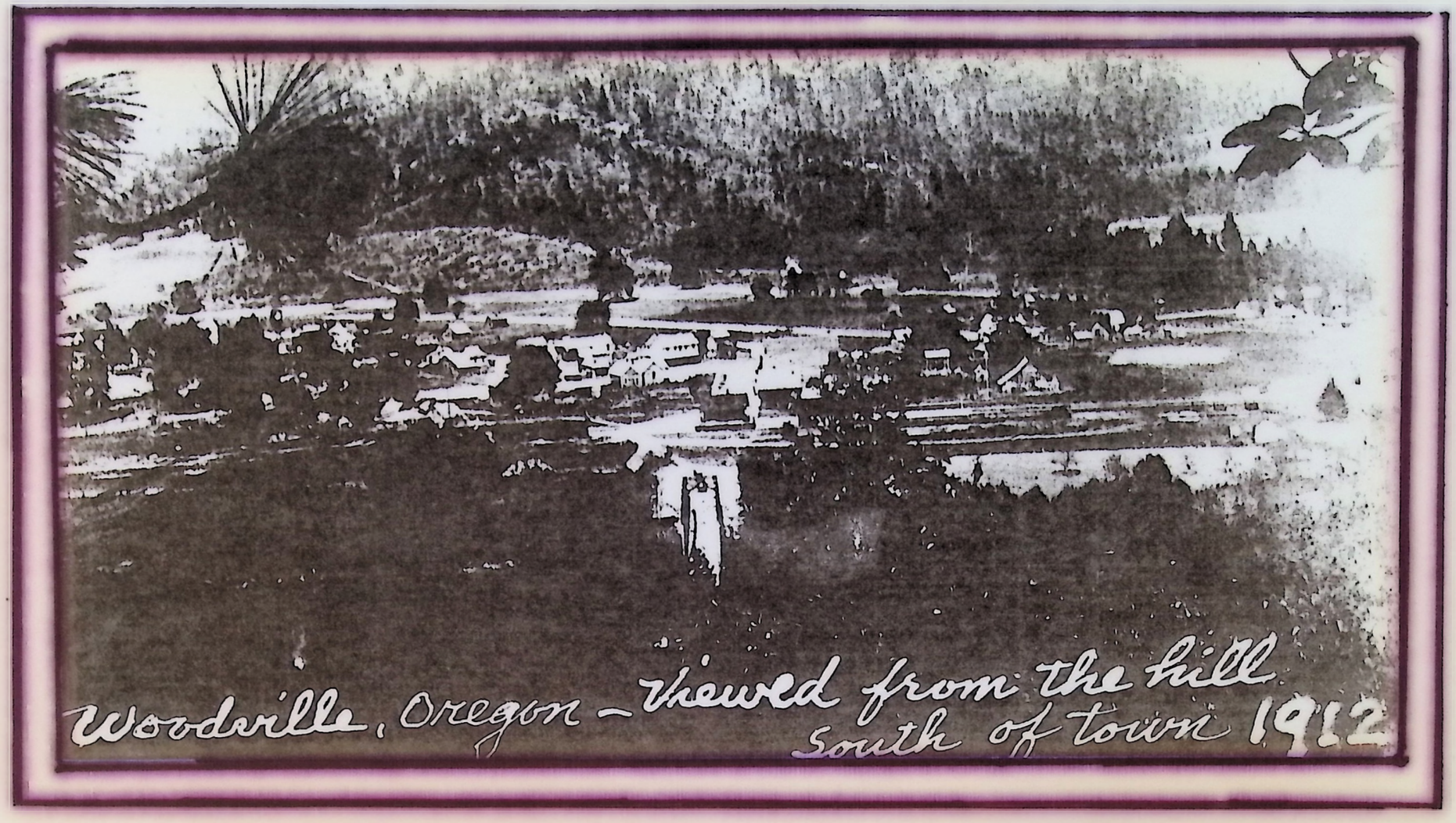
HERE IS A FEW CONSTRUCTION PROJECT INSPECTOR
JIM DEATHERAGE WITH DAVID EVANS + ASSOCIATES SALEM OREGON.

ALSO THANKS TO THE WOODVILLE MUSEUM ROGUE RIVER PRESS, JOSEPHINE COUNTY SOCIETY

In the Begining



Tail Holt 1850
When there was no other way to cross the river especially in high water, people would take hold of there horses tails and let them pull them across, hence the name "Tail Holt."



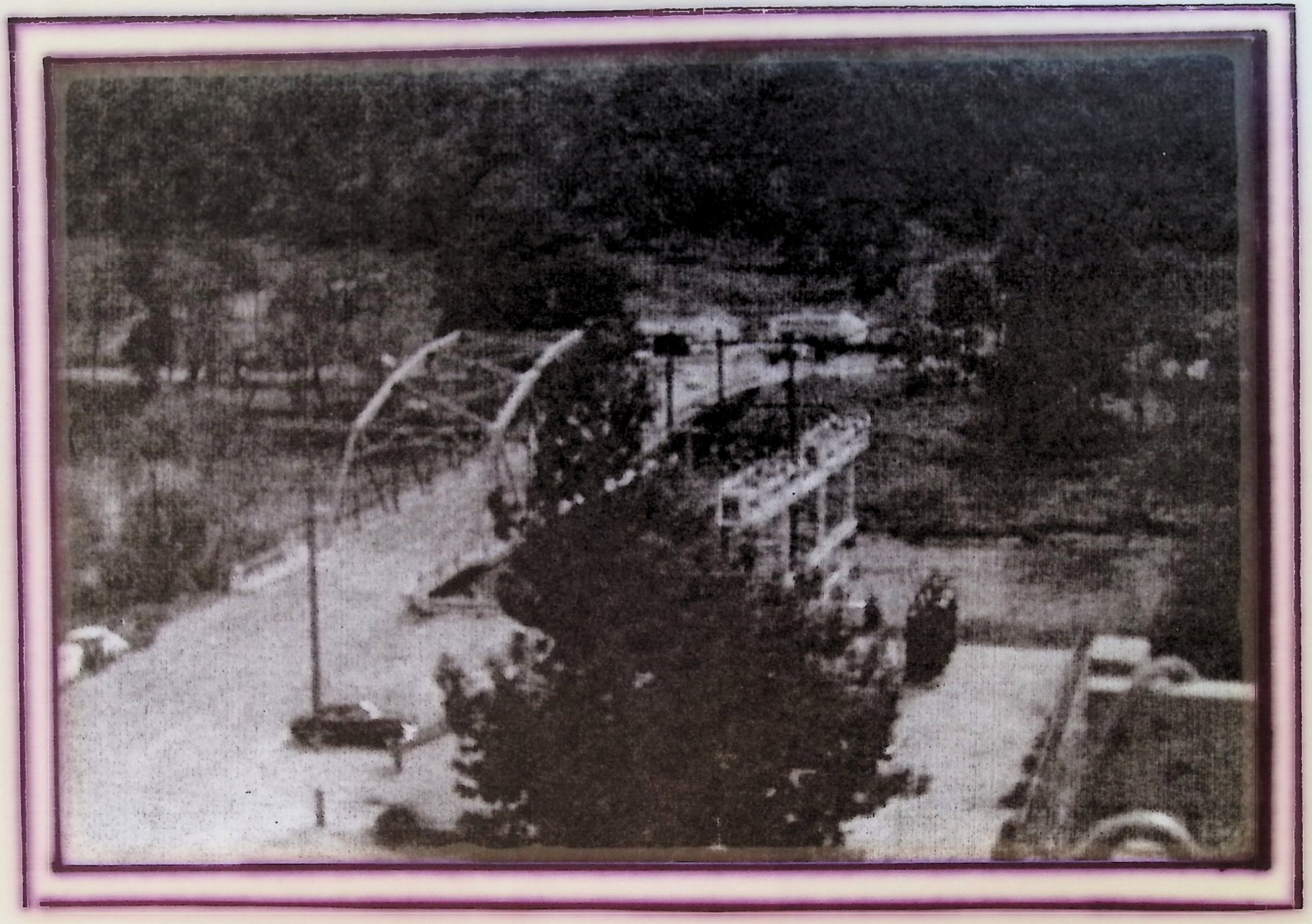
WOODVILLE 1872

DAVIS EVANS BUILT A FERRY AND TWO CABINS AT THE EVENS CREEK JUST UP RIVER of THE BRIDGE.

IN 1872 JOHN WOODS SETTLED ON THE EAST SIDE OF EVANS CREEK AND SOON THE TOWN OF WOODVILLE WAS BUILT

IN 1912 THE TOWN WAS RENAMED THE CITY OF ROGUE RIVER

THE FOOT BRIDGE WAS BUILT IN 1898.



LOOKING ACROSS THE OLD BRIDGE TOWARD ROGUE RIVER HWY AND THE MARKET BASKET 1957

HALFWAY

THE TWO SIT SIDE BY SIDE OLD WOAD BRIDGE BUILT IN 1909-1950. OLD BRIDGE BILT IN 1950

PHOTO'S BY

FRED STOCKWELL

WEB SITE

STOCKWELL PHOTO.COM

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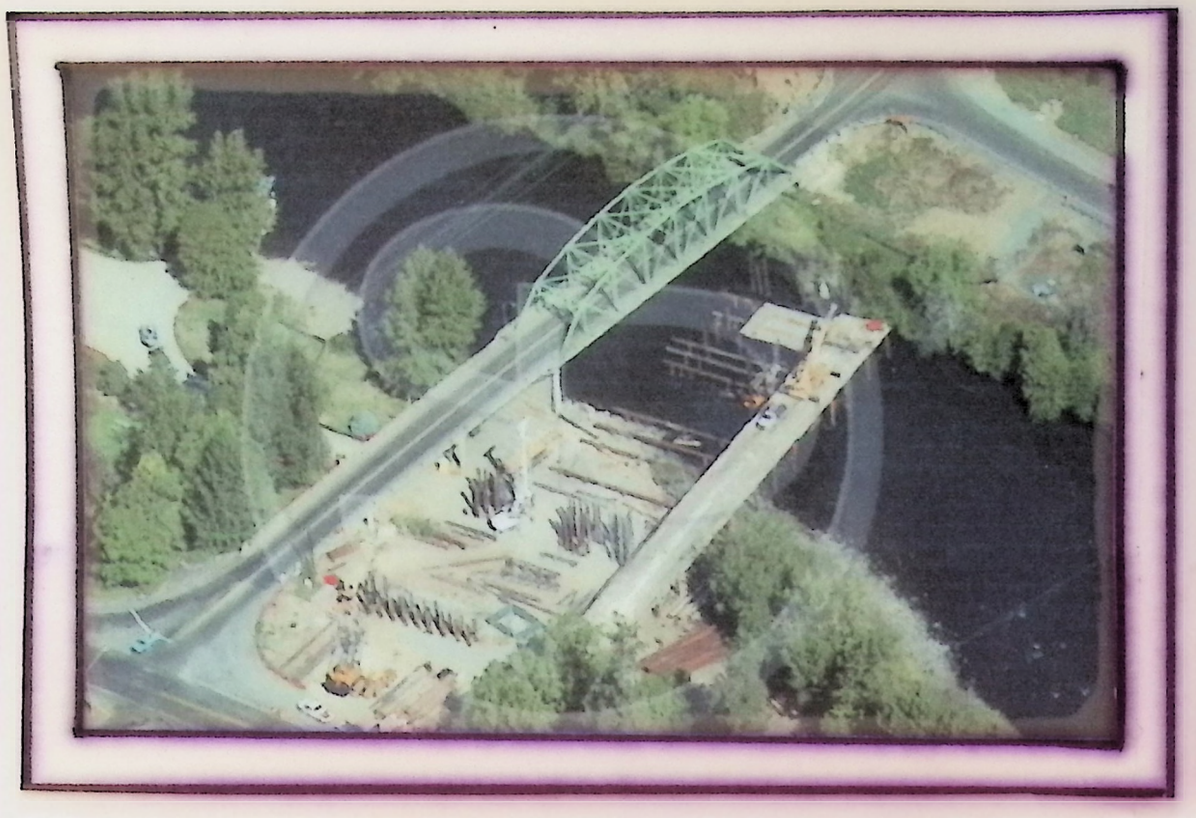
OF THE PHOTO'S



THE
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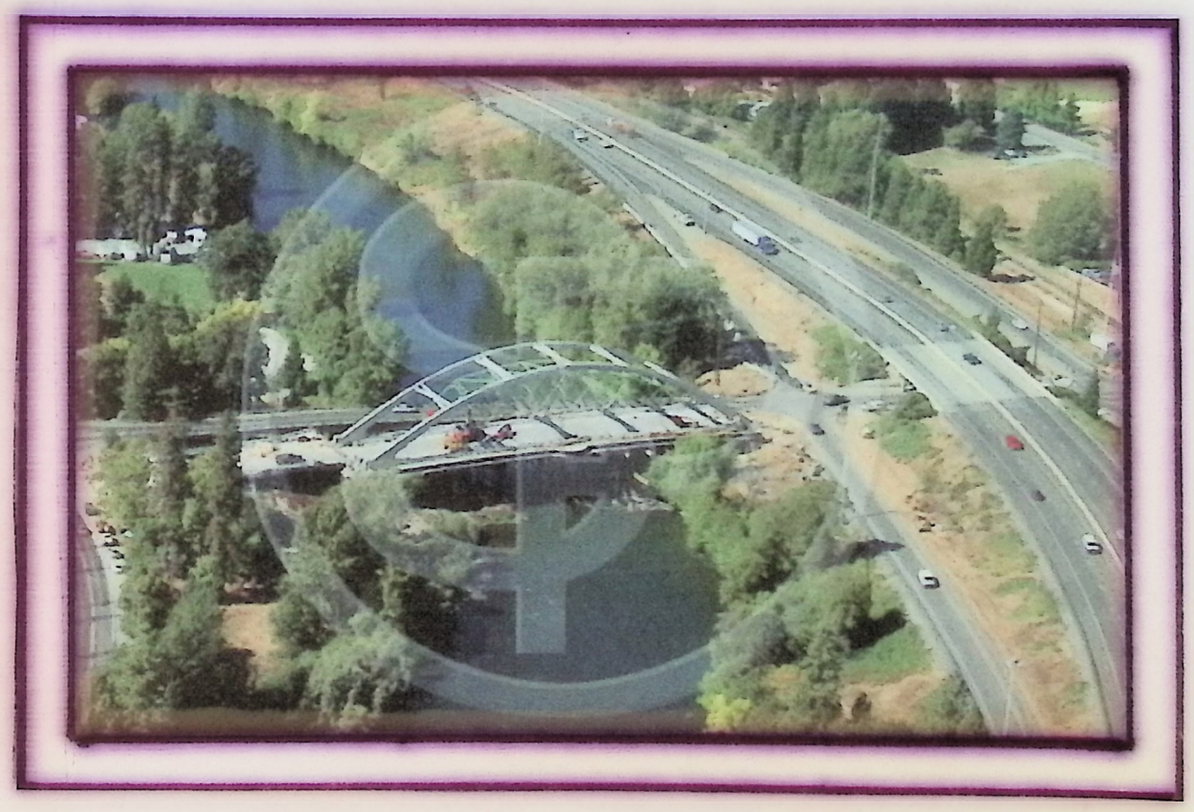


HALFWAY THE TWO SIT SIDE BY SIDE.

THEN CAME THE FLOOD 2006

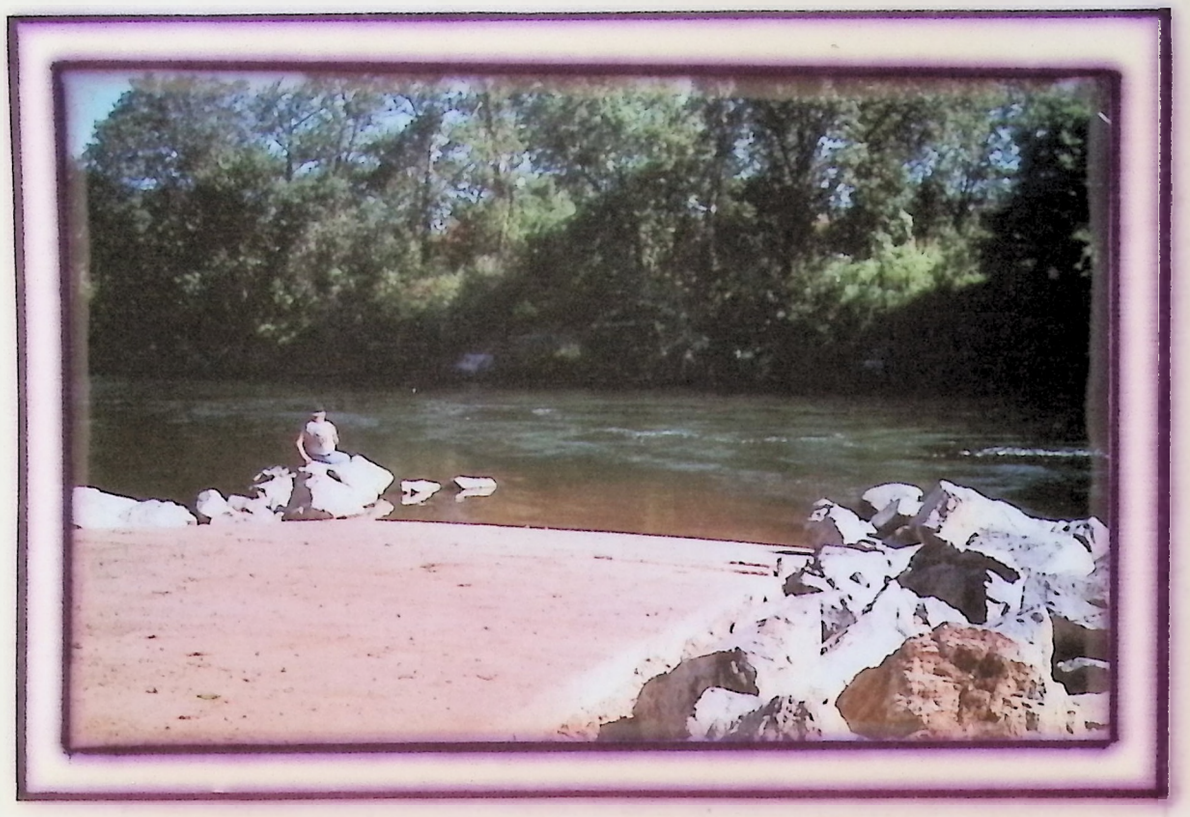
NOW FOR THE NEXT STAGE

SIGN IN PARK
"GOING"

GOING

GONE

WHAT A MESS

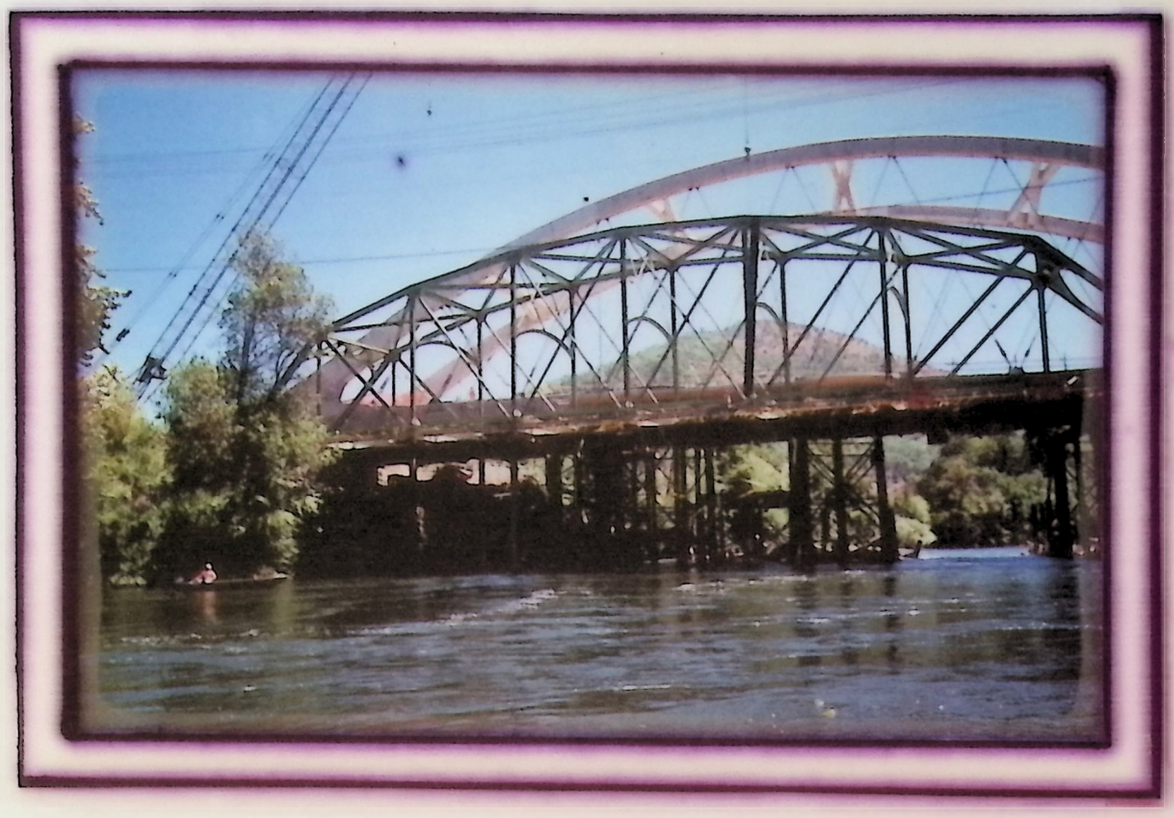


THE DOCK BEFORE

AND AFTER

CONFUSION

WHERE DID
EVERYTHING GO



THE
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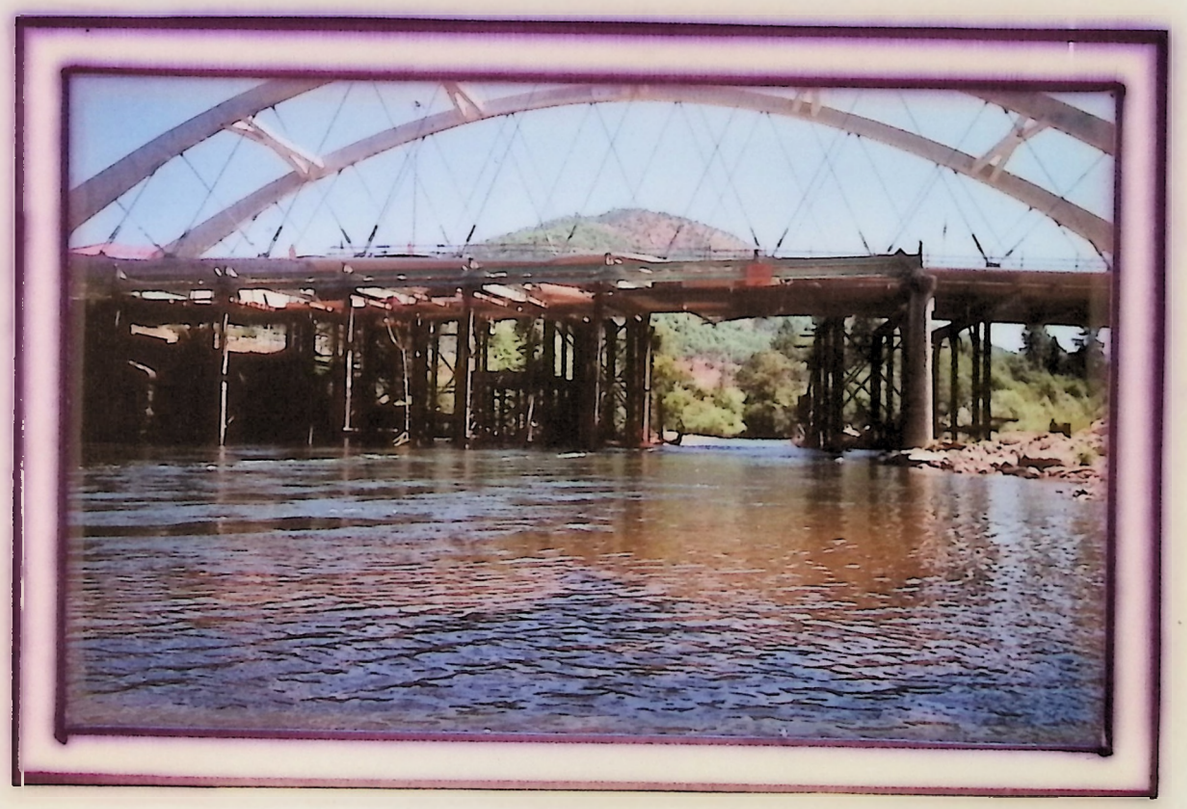
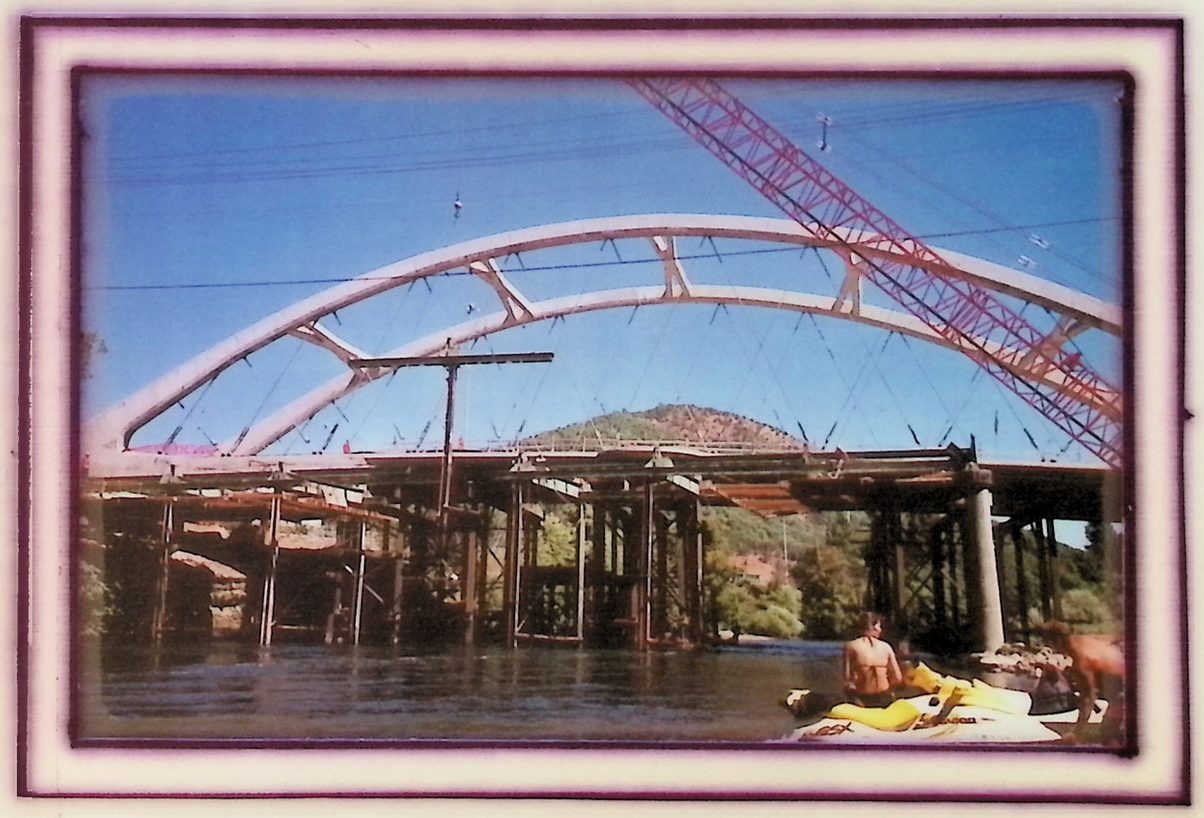
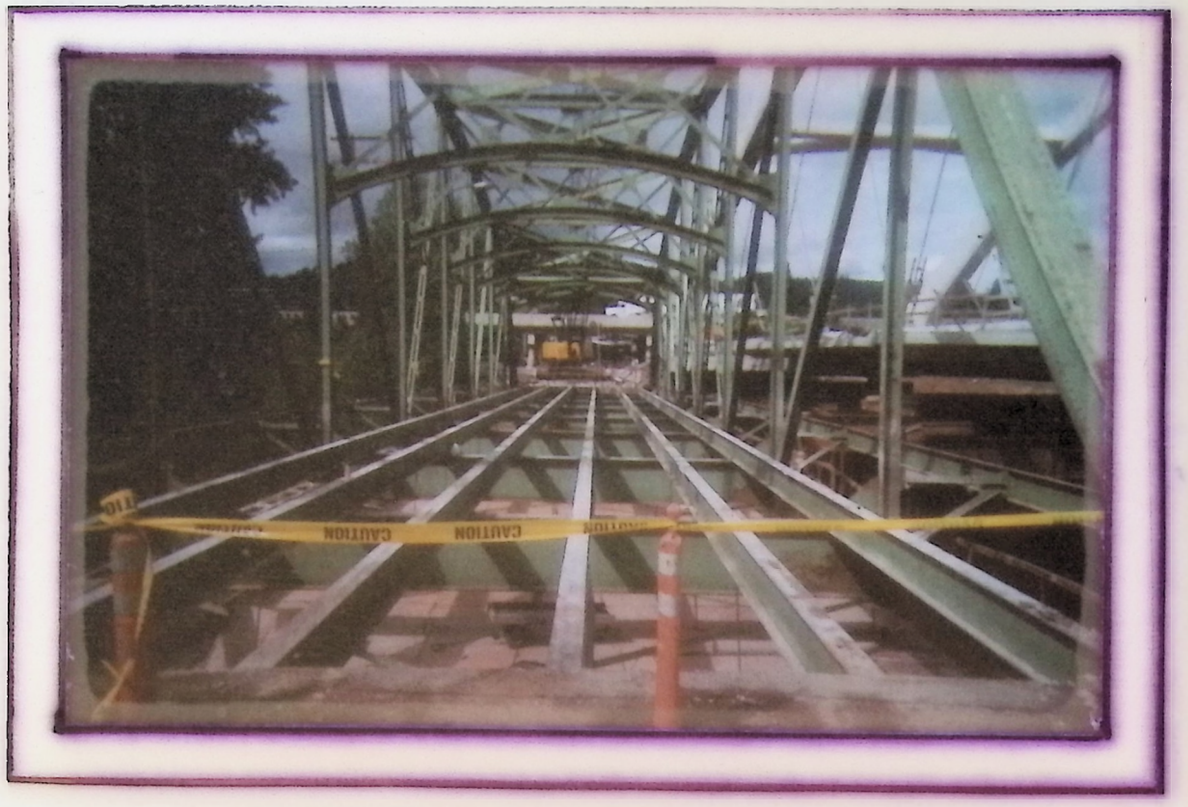
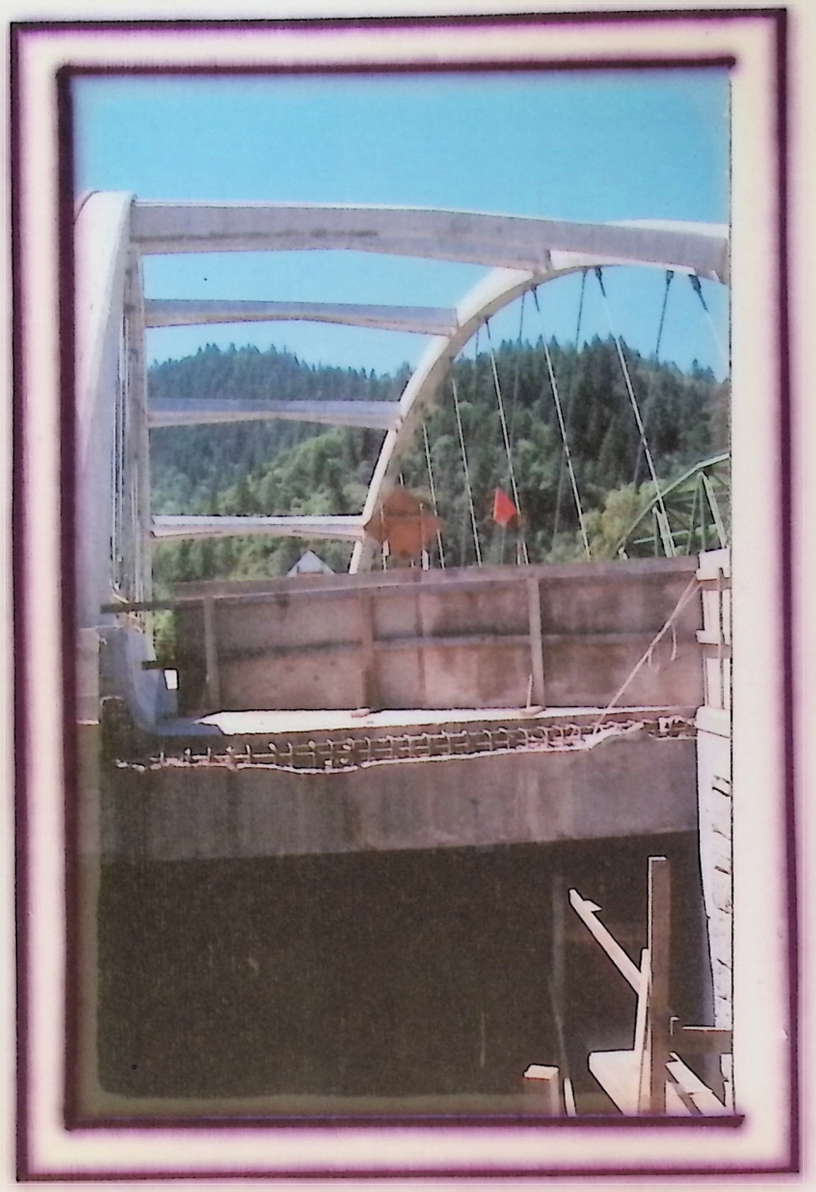





CAUTION
CAUTION

NOW THE
CLEAN UP



SHOT'S
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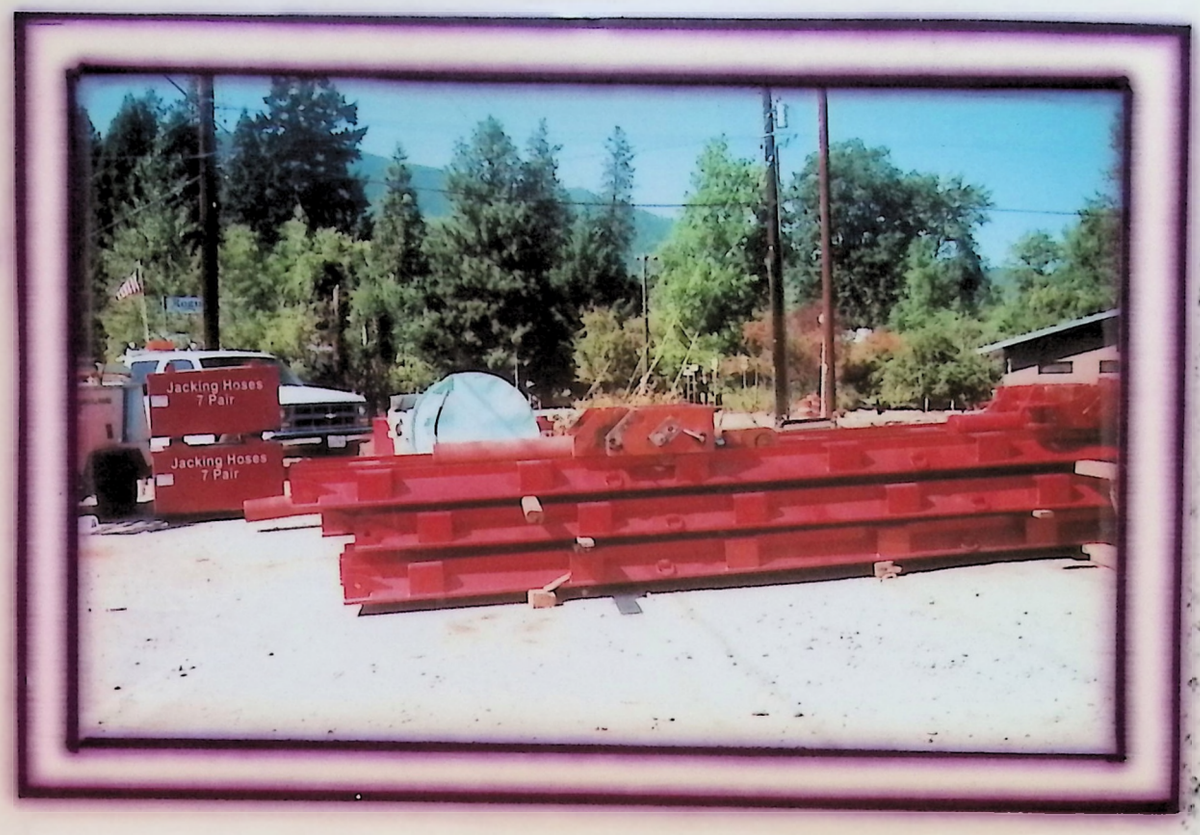
MOVE

MAMMOET
MAMMOET

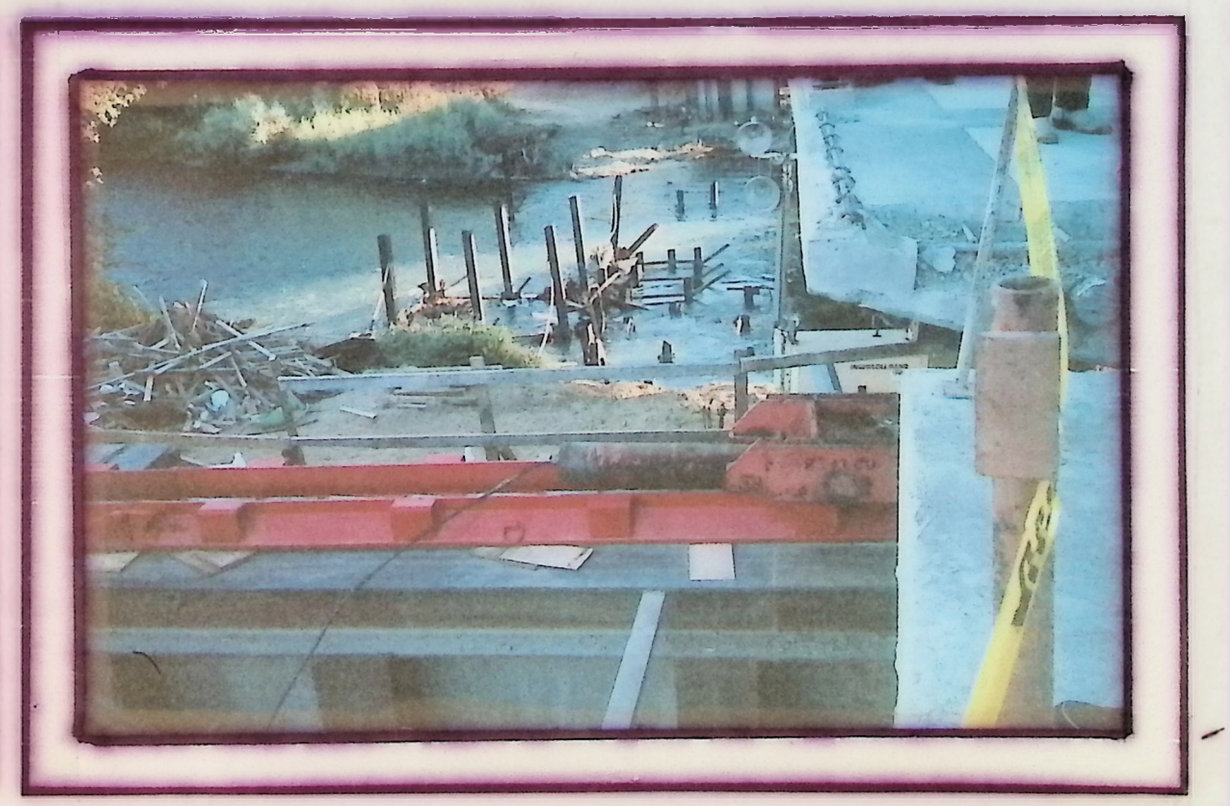

Jacking Hoses
7 Pair
Jacking Hoses
7 Pair

THE SET UP

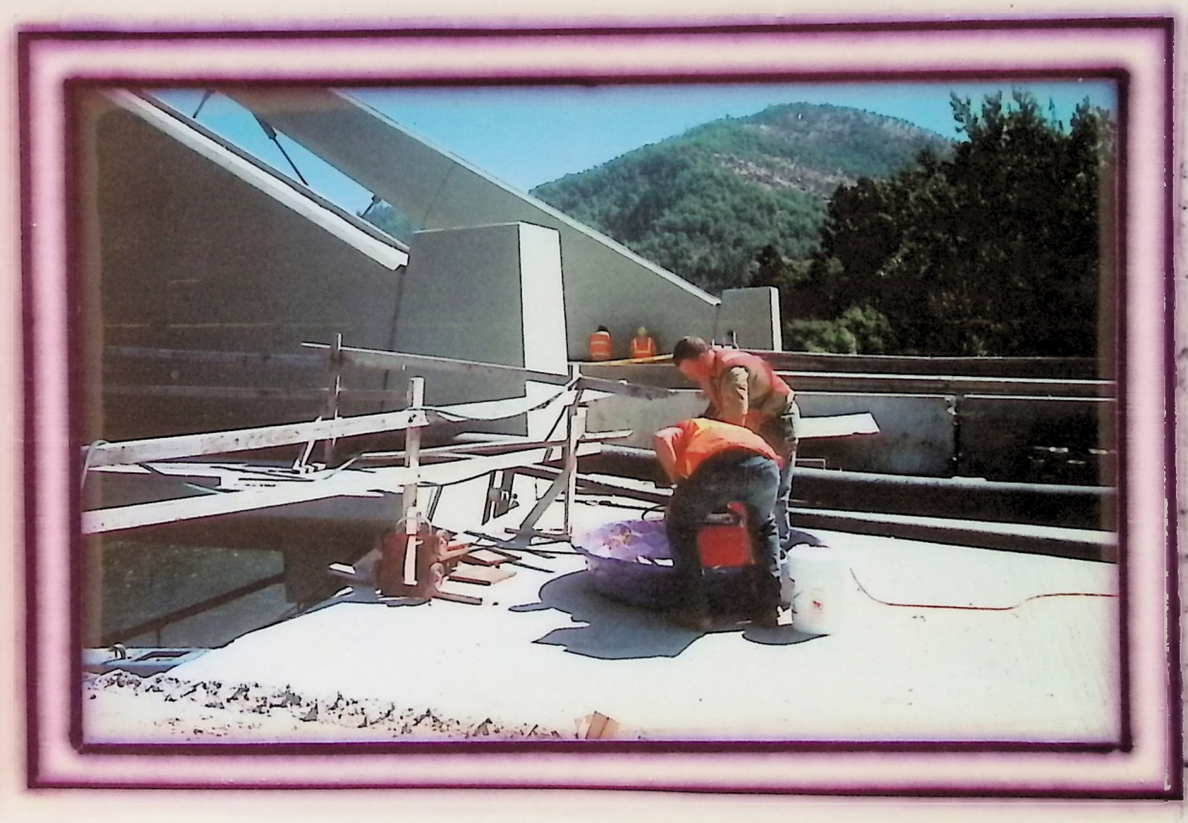
200 ton
bottle jacks

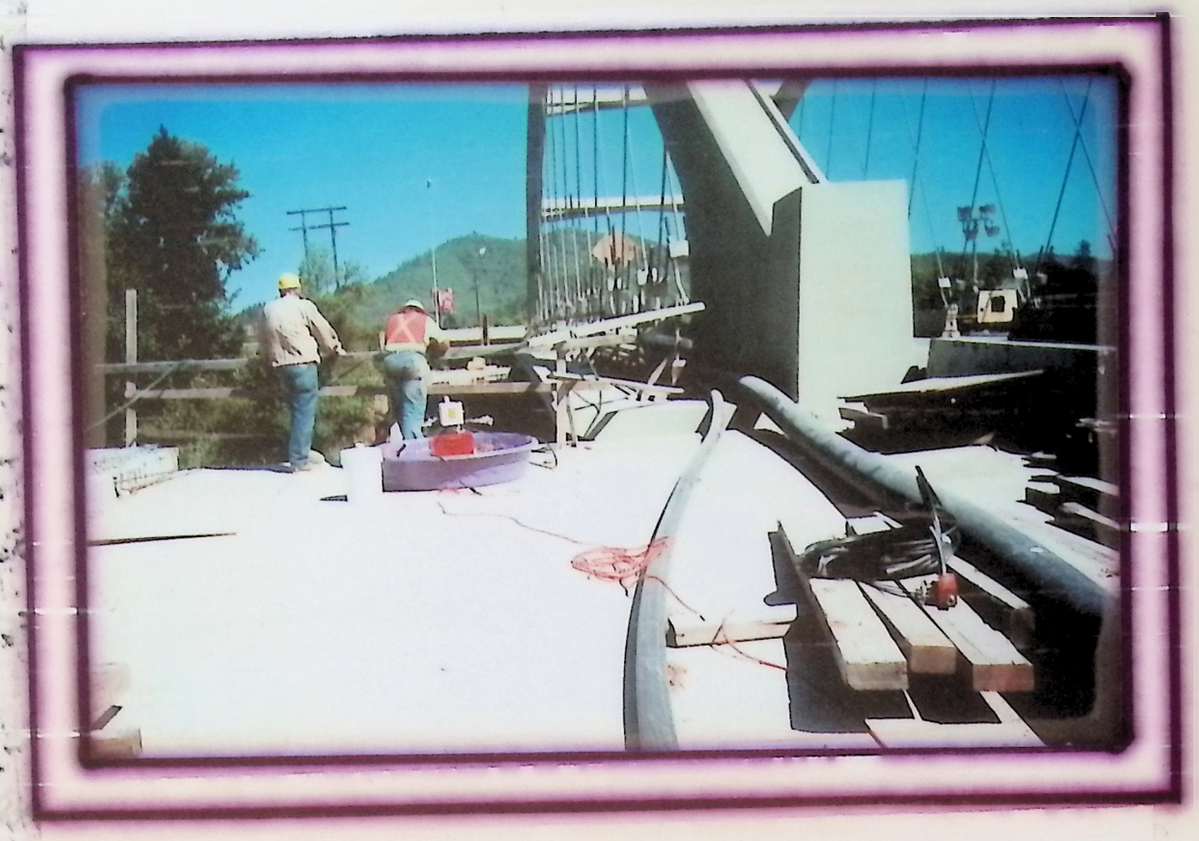
MAMMOET
200 ton bottle jacks
200 ton bottle jacks
200 ton bottle jacks
200 ton bottle jacks

ROAD CLOSED



OVERSIZE LOA



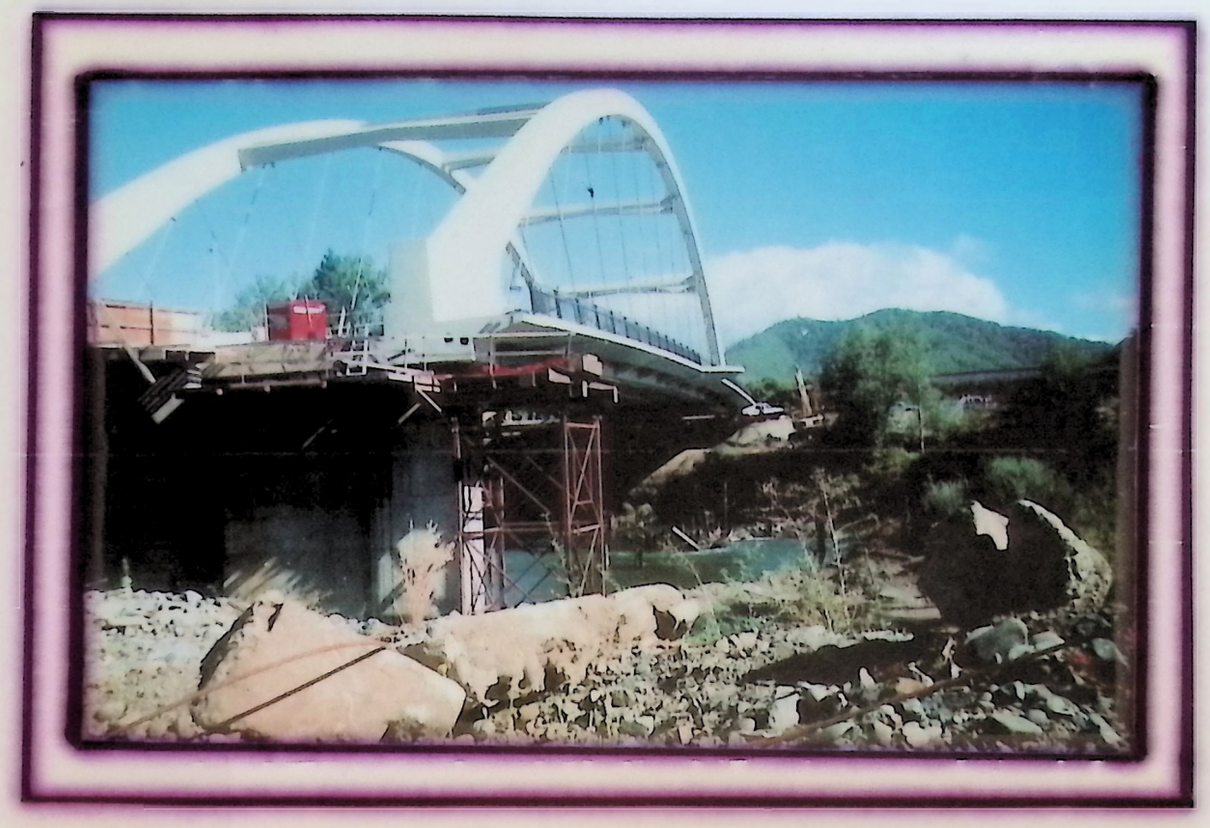


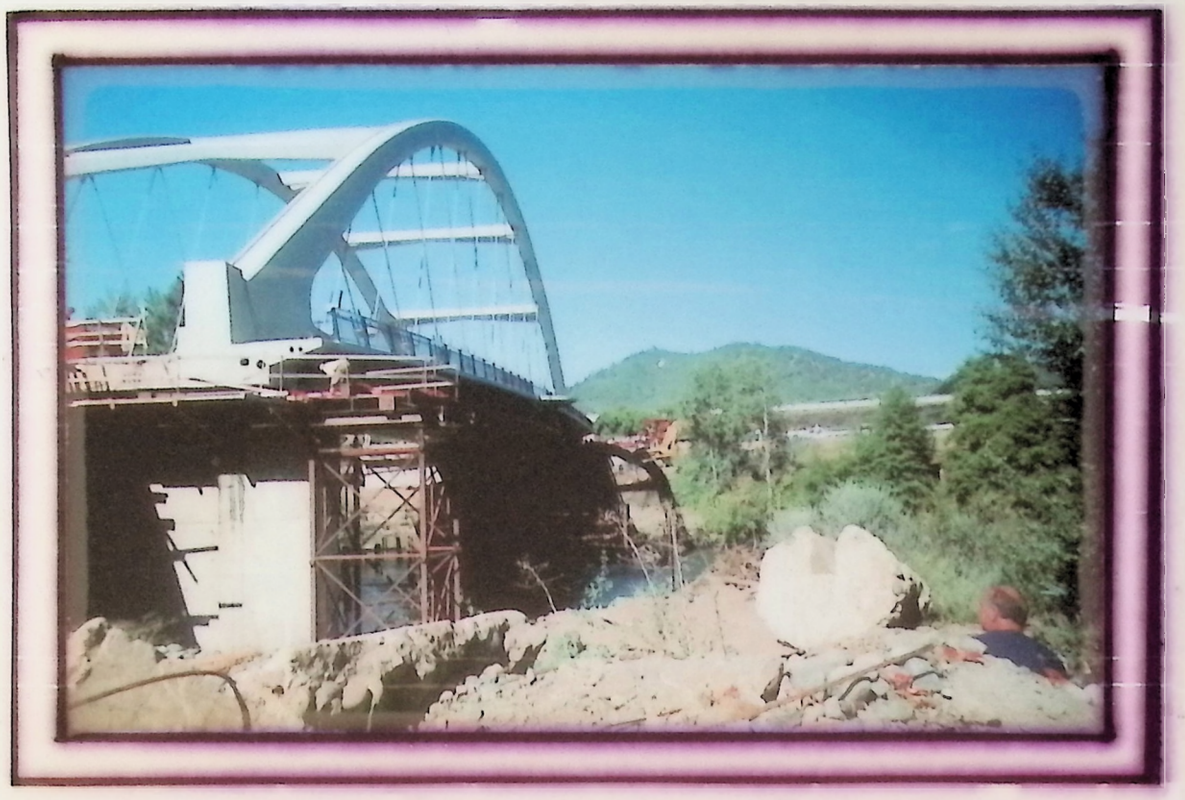
ROAD
CLOSED

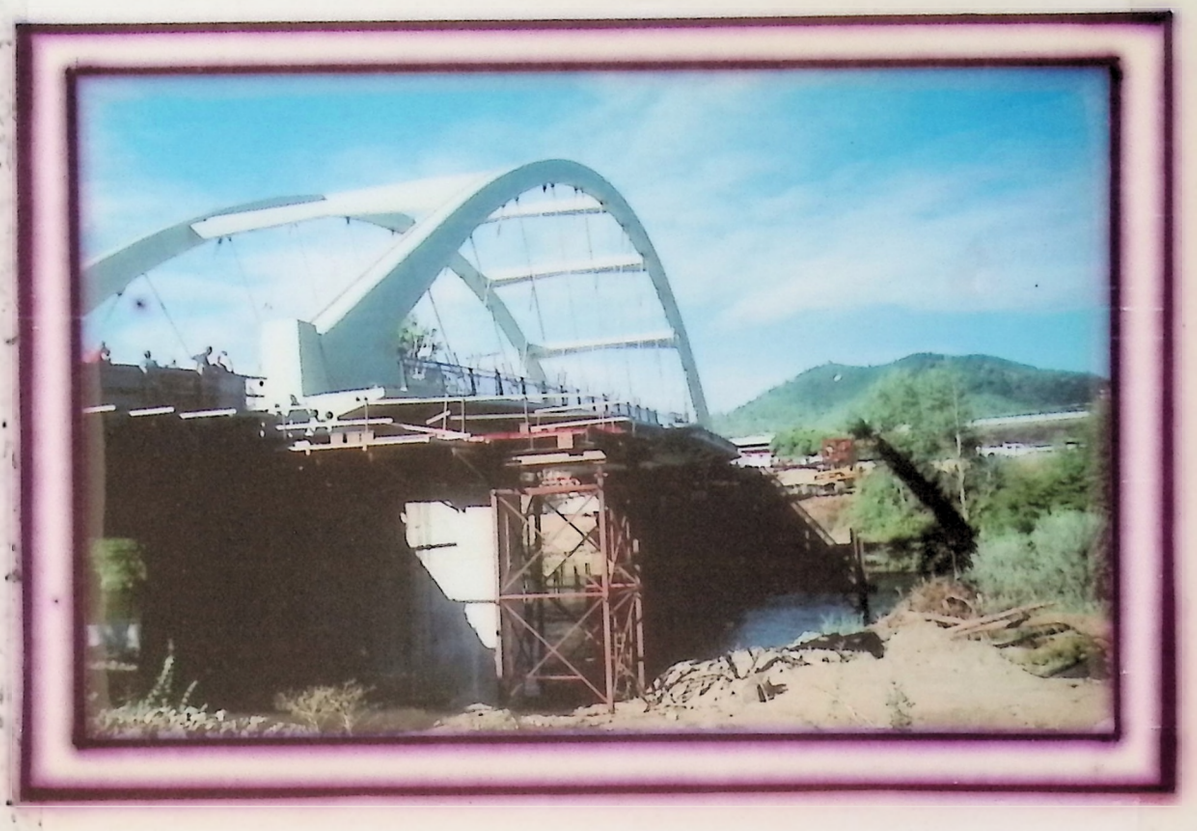
OVERSIZE LOAD

NOW FOR THE NEXT STAGE

AND THE MOVE!



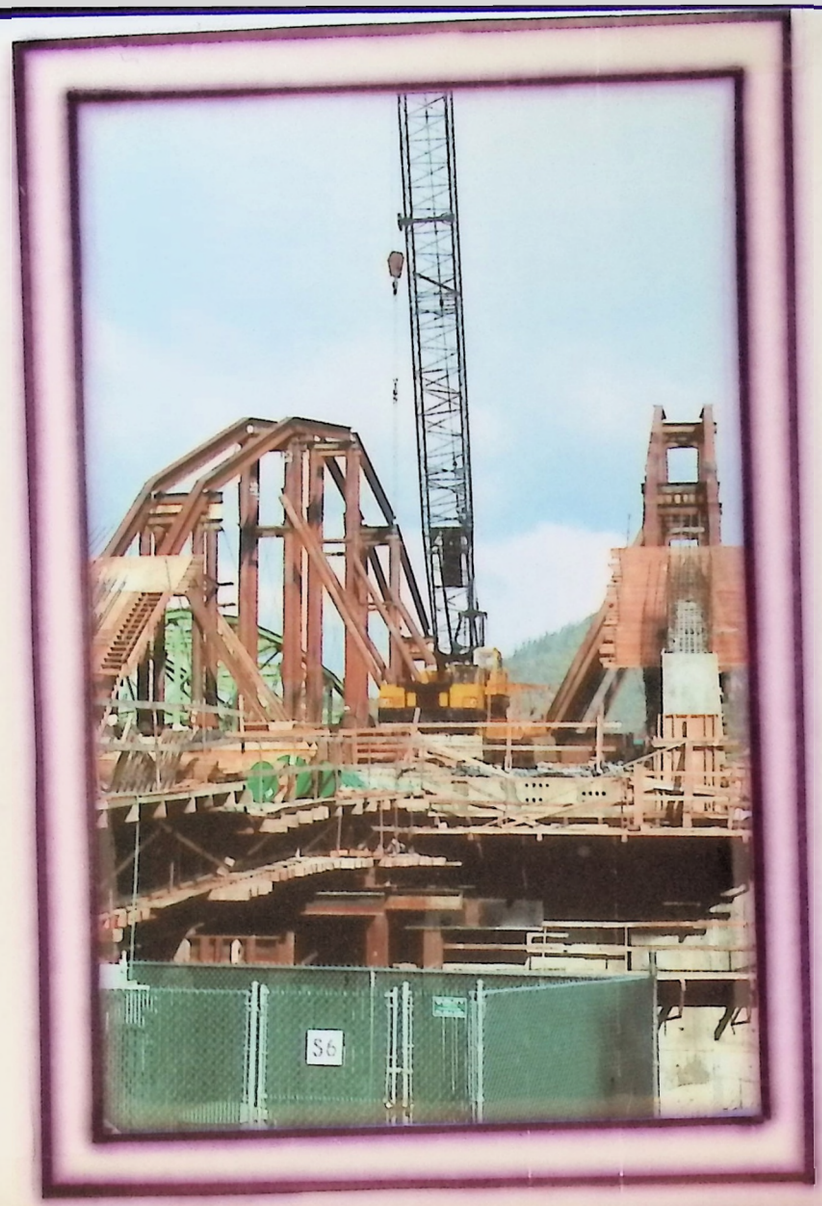




"CELEBRATION"

NOW IN PLACE

PHOTO'S
OF
INTEREST


S6

VICON

"BUILD IT" THEY WILL COME

SECURITY

Lori Armstrong/Rogue River Press

With the old Depot Street Bridge blocked off, vehicles started using the new version of the bridge last Friday.

Smooth start for new bridge

By Scott Jorgensen
sjorgensen@rogueriverpress.com

Rogue River Mayor Dick Skevington can remember when the old Depot Street Bridge was first put into place. Back then, Skevington was in his late 20s and the town was even smaller than it is today.

"Traffic was considerably different then," Skevington said.

Over the years, Skevington has used the bridge countless times. So many times, in fact, that he's almost taken it for granted.

"When you drive across the bridge four times a day, you don't pay attention. It's there, and you use it," Skevington said. "But if I had a dollar for every time I've been over the old bridge, I could probably have retired pretty high on the hog."

As such, Skevington felt compelled to take one last walk across the old bridge on Friday before traffic was diverted on to the new bridge.

According to Jackson County Engineer Mike Kuntz, the process went "very well." Before opening the new bridge to traffic, workers had to remove concrete barriers around the entrance to the old bridge.

"It took them an hour and 15 minutes or so to do all of that," Kuntz said. "During that time, there was a flagger, but we completed it and removed the flaggers and let traffic through."

Kuntz said the dismantling of the old

Please See bridge – Page 2

Bridge

From Page 1

bridge will begin within the next week or so, once other preliminary work is completed.

"There are other preparatory things that we have to continue working on first," Kuntz said. "We need to move water and sewer lines from the old bridge to the new bridge. Otherwise, there won't be any."

After the old bridge is dismantled, contractors must move the new bridge into its final location.

"It's something that's not done very often, but we're not using groundbreaking technology," Kuntz said. "The technology has been used before under similar circumstances."

The engineering feat is unique enough to have captured the attention of History Channel producers, who have expressed interest in filming the process for the show "Megamovers."

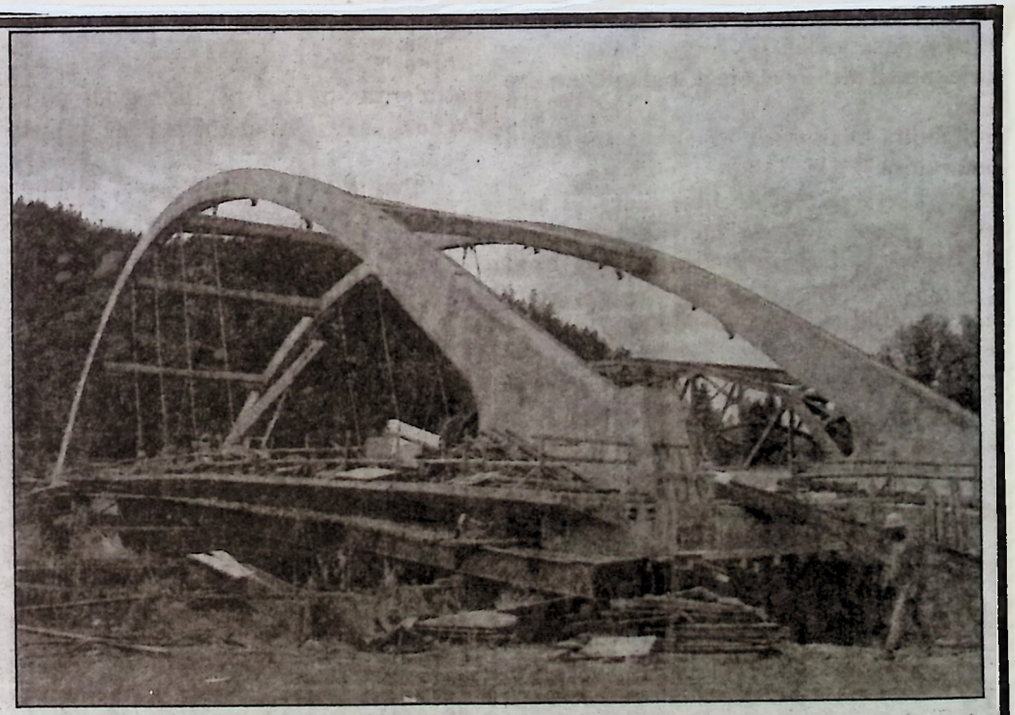
City Administrator Mark Reagles said that kind of exposure could be good for the city economically.

"There's huge potential for national recognition," Reagles said. "From that perspective, we have the potential to get people coming in to the community strictly to see the bridge."

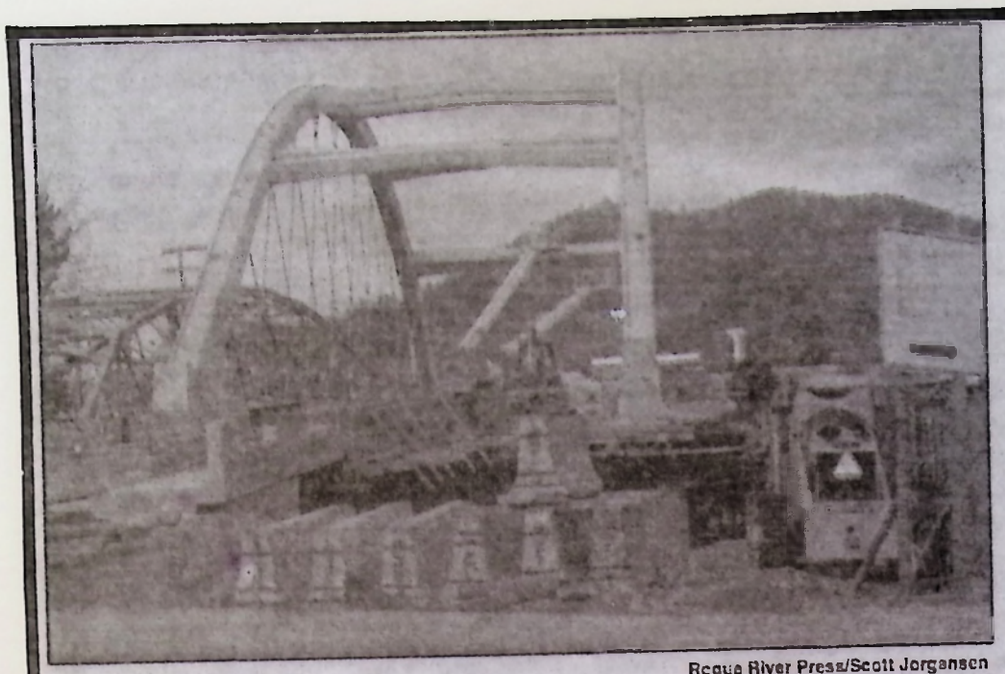
Kuntz said he expects the bridge to be moved in "late summer, perhaps early fall."

Skevington said the new bridge was "very impressive," and that he looks forward to having it become a familiar part of the local landscape.

"It's going to be there way into the next century, probably," Skevington said.



Traffic will be re-routed to the new Depot Street Bridge in October when workers begin dismantling the current bridge (shown in background). –RRP photo by Dave Ehrhardt



Rogue River Press/Scott Jorgensen

Work at the new Depot Street Bridge site is on hold while various concerns are dealt with. The bridge was originally to be completed in 2005.

At A Standstill

Bridge cables will be examined for rust damage

By Scott Jorgensen
sjorgensen@rogueriverpress.com

Though it was originally scheduled to be completed two months ago, the new Depot Street Bridge still sits idly. But because of the delays, rumors have begun swirling about the future of the project.

One particular rumor was that Jackson County was preparing a lawsuit against the firm in charge of the bridge's construction. Jackson County Engineer Mike Kuntz denies any such thing.

Please See bridge– Page 2

"Sometimes we run into problems we have to overcome. But we're still working together and heading in the right direction."
–Jackson County Engineer Mike Kuntz on the Depot Street Bridge project

Bridge

From Page 1

"That is not the case," Kuntz said.

Kuntz said arrangements have been made to analyze some of the rust issues that caused some of the project's initial delays.

According to Kuntz, the contractor in charge of the project will bring in a corrosion specialist to examine the bridge within the next few weeks.

"It's a very important issue in making sure it gets done correctly," Kuntz said. "Everything is waiting and hinging on the full resolution of the corrosion issue."

Once the rust analysis is complete, the county can move ahead with resolving other issues.

December floods washed away eight pilings underneath the old bridge. Further construction cannot occur without the pilings in place. However, environmental restrictions prohibit in-water work during times when salmon could be killed as a result.

Before replacing the pilings, the county must get exemptions from various state and federal agencies. But the county won't make that request until the rust issue is resolved.

"The agencies won't even consider our question until we're able to give them a firm schedule," Kuntz said.

Kuntz has also found himself answering questions about the bridge's design.

"Some people think it's ugly, and that's an aesthetic thing, and I understand," Kuntz said. "But beauty is in the eye of the beholder."

Kuntz said the design was selected after a series of public meetings in 2001 and 2002, and was chosen for practical reasons.

"The bridge we selected was basically the cheapest alternative that did not close the crossing for three or four months," Kuntz said. "That was one key issue, because that would have a pretty significant economic impact on the community."

Another factor, Kuntz said, was the need for the bridge to be high enough to cross the flood plain.

"That's also how come it's so long, so we can move the Highway 99 side out of the main flood way," Kuntz said. "When you get it long, it drives the height of the arch."

The design was also affected by federal standards. For instance, the new bridge must have a bike lane and sidewalks. It will also have three lanes, as opposed to two, due to a traffic analysis that had been done during the design phase.

"We'll need to have stoplights at the I-5 on and off-ramps. In order to allow the stoplights to function properly, we need a turning lane, so we ended up with a third lane through there," Kuntz said. "The traffic study also said that we'll need a turning lane on (Highway) 99. In order to make the corridor line up and work right, there has to be three lanes all the way through."

Kuntz said that the project should be completed some time in the next six to nine months. However, other factors may still delay the project further.

"If the worst case happens, that probably would delay it much longer and we'll still be talking about it in a year," Kuntz said, though he added that there's "less than a 50 percent" chance of such a scenario.

Despite the delays, Kuntz said he remains confident that the project will not go over budget.

"Sometimes we run into problems we have to overcome," Kuntz said. "But we're still working together and heading in the right direction."

ANTICIPATION BUILDS, BRIDGE STAYS PUT

Rescheduled Move Causes Bridge Over Troubled Waters

photo RRPress Photographer, Karl Roper

Depot Street Bridge looking at the south side with new railing, waiting to be moved. On Tuesday, preparations began for Thursday's possible move.

By Teresa Pearson
RRPress Publisher

The Depot Street Bridge move has been delayed, and a new date for moving the bridge is set for Thursday, September 14th. The crews will close traffic over the bridge at 6 a.m. The bridge will stay closed for five days to complete the construction.

Tuesday's delay was due a delay of the truck containing the equipment needed for moving the the bridge The truck didn't arrive on Sunday as anticipated by the construction crew.

Mammoet, a worldwide specialist in this type of move using hydraulic equipment will lift the bridge. By installing the hydraulic jack system, they will slide the bridge across its temporary foundation onto a permanent one. Teflon plates will be used help with the huge slide. During the bridge closure, traffic will be detoured to Valley of the Rogue State Park to cross the river at that point.

"The community needs to be patient a little longer," said Rogue River City Administrator, Mark Reagles. "When all is said and done, we'll soon forget this inconvenience and we will be enjoying what we have."

The one-of-a-kind bridge will have fifty holes on each side for flag placement along the 300-foot long bridge. Also, a sidewalk with a bump-out in the middle on both sides for a place to sit and watch the river or cars going by. The added bonus of night-lighting above and below the bridge. After the bridge is finished, Reagle says that the city will start to raise funds to have columns made that will possibly hold four additional flags on each end of the bridge.

"Another improvement will be in the spring or summer of next year," said Reagles. "The parks under the bridge should be finished and usable."

With the improvements to look forward to, the $14.5 million bridge will be worth the wait and delays to come.

At the late hour of 10 p.m. Tuesday evening, motorists were delayed while construction crews worked to prepare for the arrival of the crucial equipment, and the test trials of lifting the bridge began. Many on-lookers were able to get a close and personal view of the workers, and how the bridge-view might be at night.

Crews work late Tuesday evening making preparations for the bridge move.

photo by
RRPress Photographer, Karl Roper

New bridge to be pressed into service in October

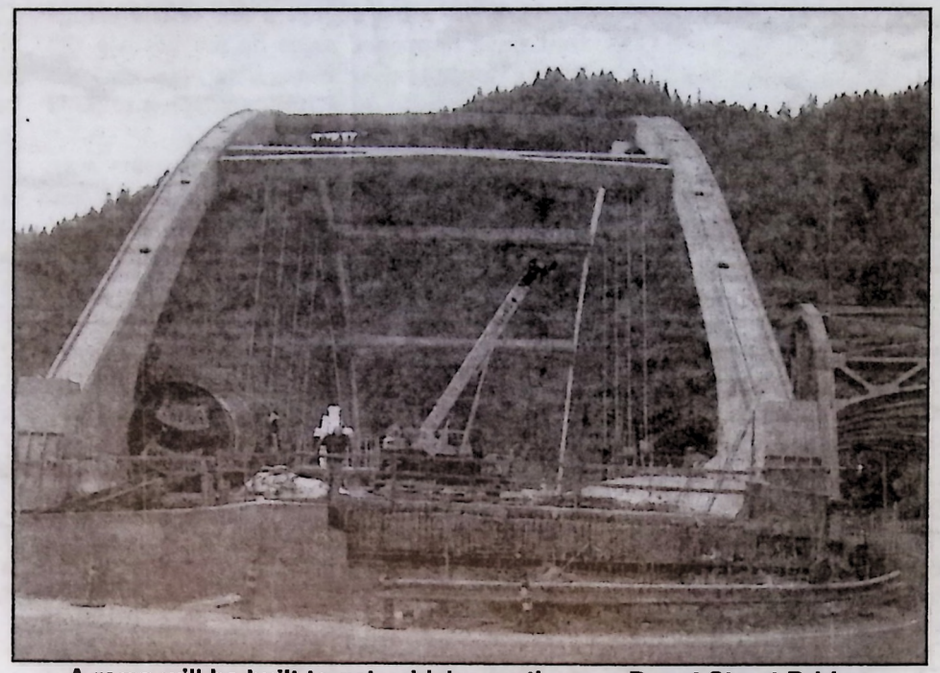
Our improved Depot Street Bridge has been under construction for over two years. We will soon begin driving over the new structure and enjoying its wider traffic lanes, center turn lane and improved sidewalks. While the new structure isn't situated in its final location, opening the bridge to traffic is a sign that the $10 million construction project is nearing completion.

Work on the replacement bridge began in May 2003. A new, stronger structure was necessary to replace the tired, 53 year-old bridge that had scored only 8 out of a possible 100 points on a structural sufficiency rating and was handling traffic volumes that exceeded its design capacity.

This first use of the modern bridge is only a temporary re-routing of traffic so that the old bridge can be disassembled and hauled away. The falsework and the temporary work bridge that were needed during construction will also be removed. That demolition process is expected to take about 3 months.

Construction of the temporary detour roadway and the actual traffic switch to the new bridge is expected to occur sometime after the middle of October. Advanced notice of the actual dates for the traffic switch will be published in the paper. Message boards at the construction site will also announce the switch–over for a week or two prior to the move.

Flaggers will be on hand to provide safe vehicle movement during the switchover and allow for efficient completion of the temporary roadway. Motorists may experience delays of up to 20 minutes but every effort will be made to keep stoppages to a minimum. Much of the realignment work will take place at night but some of the construction and actual traffic shifting will have to occur during the daytime. The move to the new bridge is expected to take 4 or 5 days.



A ramp will be built to get vehicles on the new Depot Street Bridge while the old bridge (at right) is dismantled in the coming months.

Additional flaggers will monitor and control traffic on the exit ramp off southbound I-5. Traffic on that ramp will not be allowed to back up significantly enough to cause an I-5 safety hazard. Releasing traffic off that ramp will take priority over all other traffic and construction activities. The southbound on-ramp to I-5 will not experience delays but possible back-ups at the intersection onto the ramp may affect its accessibility.

The bridge intersection on the Highway 99 side will be controlled by stop signs. New accesses to the businesses along the highway are in place but the relocated, permanent entrances to the parks may not yet be open. Redevelopment of the parks has been postponed until next spring's landscaping season and temporary entryways will continue to be used until then. Traffic flow on Highway 99 is expected to continue unimpeded during the rerouting period.

Motorists are requested to use alternate routes as much as possible during the temporary ramp construction and traffic switch period. Particularly drivers headed south on I-5 are asked to use other on-ramps to access I-5.

Early next year, the new bridge will be hydraulically moved downstream about 24 feet to its permanent position. That move will require traffic to use a detour during an up to five-day bridge closure period. Within a few short months our upgraded, beautiful new bridge will officially begin its many years of service.

Bridge switch put off until early 2006

Repair of corroded cable anchors on new bridge backs up project

The first vehicular use of the newly constructed Depot Street Bridge, originally expected this fall, has been delayed until early 2006.

The traffic shift from the current structure to the modern bridge is only a temporary re-routing so that the old bridge can be disassembled and hauled away. Falsework and the temporary workbridge that were needed during construction will also be removed. That demolition process is expected to take about three months.

The delay is due to a recent discovery of corrosion in some of the bridge cable anchors. While this is a not a structural integrity concern, it could affect future maintenance operations.

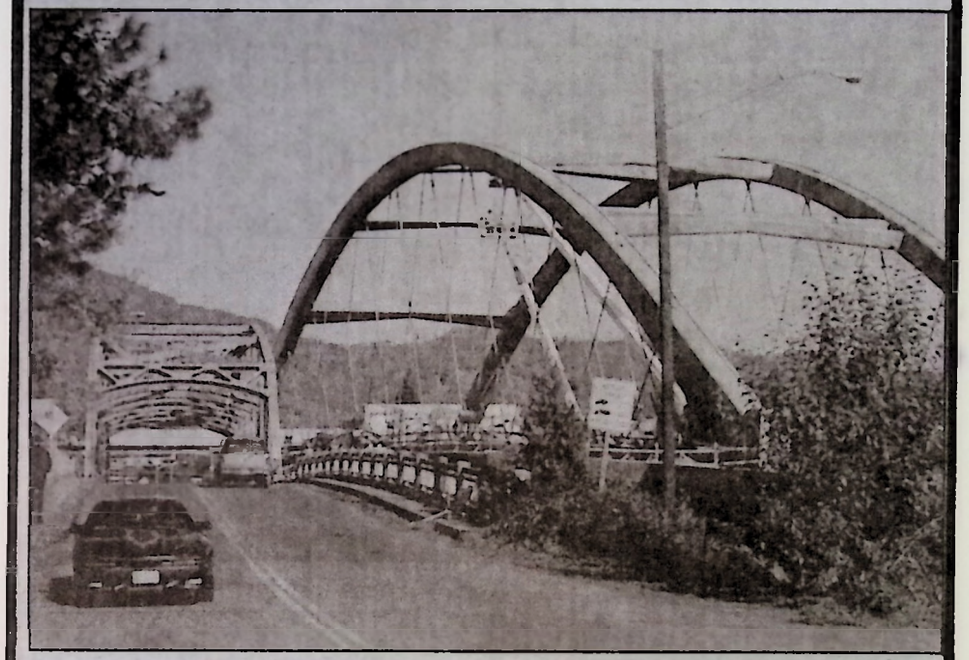
"This is the time to take care of this issue," said Dan Pavela, Senior Construction Project Manager.

The repair consists of uncoupling the cables from the lower hanger assemblies one cable at a time, removing the corroded material, applying a corrosion resistant coating to the hangers and reattaching the cable. Total delay for the remedial work is anticipated to be about a month. That puts the traffic shift off until mid-January at the earliest. Advanced notice of the actual dates for the traffic switch will be advertised and message boards at the construction site will also announce the switchover for a week or two prior to the move.

Flaggers will be on hand to provide safe vehicle movement during the switchover and allow for efficient completion of the temporary roadway. Motorists may experience delays of up to 20 minutes but every effort will be made to keep stoppages to a minimum. Much of the realignment work will take place at night but some of the construction and actual traffic shifting will have to occur during the daytime.

In the spring the new bridge will be closed while it is hydraulically moved downstream about 24 feet to its permanent position. The History Channel has recently expressed interest in filming this unique process. In order to place the new bridge in place, traffic will be detoured to other crossings during an up to five-day period. Advanced notice of that closure will be provided.

Once the new bridge is in its final location, work will begin on the restoration of John Fleming and Coyote Evans parks. Overall completion of the project is planned for September 2006.



Repairs to corroded cables will keep traffic off the the new Depot Street Bridge until early next year. *–RRP photo by Lori Armstrong*

Now that the old Depot Street Bridge is gone, the new bridge is ready to move to its permanent location.

The bridge will close to traffic on Monday, September 12 starting at 6:00 a.m. for five days while it is moved 24 feet to its new alignment with Depot Street. The move itself is only expected to take one hour and is expected to occur sometime within the first 24 hours of closure. Roadway connections and other work will need to be finished before the bridge can be reopened to traffic on September 17.

During the closure, motorists will need to cross the Rogue River at Grants Pass or at Valley of the Rogue State Park. Detour signs will be in place on I-5 and Hwy 99. The roundtrip detour distance is approximately seven miles via Valley of the Rogue, and 20 miles via Grants Pass.

Early in the project, citizens expressed the need to maintain a way to get across the river while the new bridge was built. The design team worked hard to minimize traffic disruption, but could not eliminate a closure altogether. Innovative construction methods and staging allowed the bridge to remain open except for intermittent, short closures and the upcoming five day period needed to slide the new bridge into place.

Contractor Ross Brothers will make the move with the assistance of Mammoet, a Dutch company that specializes in heavy lifting and industrial transport. Construction inspector Jim Deatherage noted that moving the Depot Street Bridge should be "peanuts" compared to some of Mammoet's other projects.

It will take about one hour to slide the 5,000 ton bridge into its new alignment. The original plan called for a rolling system that would skate the bridge to its final location, but Ross Brothers ultimately decided to seek the assistance of Mammoet and their unique "Proprietary Skidding System." Instead of rollers, the bridge will glide across a low-friction Teflon track sandwiched between the approach pier and the bottom of the bridge deck. The moving process involves elevating the bridge on jacks and propelling it with hydraulic rams. The rams extend and contract in a ratcheting motion that pulls the bridge into place.

Mammoet will use computers to control the move and ensure that each end of the bridge moves at the same rate. If either end moves more than an inch farther than the other, the bridge could become wedged between the two approach spans. Deatherage emphasized Mammoet's extensive experience and the care being taken to move the $14.5 million bridge.

The bridge itself is a "tied arch" structure. The Rogue River community registered its preference for this type bridge because the design was capable of being constructed next to the old bridge and then moved into place with the least disruption to traffic. The bridge gets its stability from a tensioned cord that pulls the ends of the bridge together like a bow. Cables tie the cord to the arch making the bridge rigid and strong enough to move.

While no problems are expected, the bridge move is still an unusual procedure. So far as construction manager Dan Pavela knows, no one in Oregon has ever performed a move like this before, in fact he says "it's the first time a concrete bridge of this size has been moved anywhere that we're aware of." Pavela noted that it is more common to see steel bridges moved in this manner. The Depot Street Bridge is strong, Pavela adds, but concrete is more brittle than steel.

Once in position, the contractor will cast pedestals to support the bridge deck. Next, they will complete the roadway connections to the bridge surface and connect utilities. Traffic flow will resume after the five day closure, though the bridge will remain on jacks for about a month until the pedestals cure. The jacks will be removed after the pedestals harden and the bridge will be lowered an imperceptible amount—about 1/8 of an inch—into its final position.

Several months remain before the bridge is completely finished: lighting, railings, and benches need to be installed; paving and painting work will be finished; and the adjacent parks will be restored.

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